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SOURCE Newspapers as indicated.

MERCHANT MARINE TO EXPAND

TO BE COMPLETELY MODERNIZED -- Gazeta Handlowa, No 303, 28 Sep 49

The size of the Polish merchant marine will grow as follows under the Six-Year Plan: in 1950 it will have 52 vessels, 1951, 63 vessels; 1952, 72; 1953, 83; 1954, 94; 1955, 129.

Sixty-five units will be built in Polish shipyards and 23 will be ordered abroad.

The investment program calls for the complete modernization of the Polish merchant fleet. The proportion of motorships will increase to 51 percent of the total fleet, while that of steamships will drop to 45 percent. The remaining 4 percent will comprise turbine-powered vessels.

Average speed for liners will increase from the present 11.9 knots to 13.4 knots in 1955, while the speed of tramp vessels will increase from the present 10 knots to 12.7 in 1955. Average engine capacity per unit of dead-weight tonnage will rise from 0.55 to 0.61 horsepower.

Polish merchant vessels will be supplied with the newest installations and technical devices such as radar, gyrocompasses, radiophones, and electric cranes. Special care will be taken to provide the crews with comfortable quarters.

Average carrying capacity will increase from 4,400 dead-weight tons in 1949 to 4,900 dead-weight tons in 1955.

Under the expansion program, the tonnage of tankers will increase 600 percent, tramp vessels 325 percent, and liners 262 percent. The tonnage of tankers is now only 5 percent of the total tonnage. The tonnage increase proposed for tramps and liners is indicated by the proportion of freight to be carried by them in the total volume of Poland's foreign commerce.

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The expansion of the tramp fleet by 325 percent will enable Polish vessels to handle 16 percent of the total bulk transshipment in Polish ports. An increase of 262 percent in liner tonnage will permit them to carry approximately 39 percent in total freight transshipments.

The proportion of steamships will drop to 88 percent of the present ratio, of turbine-powered vessels to 32 percent, while the proportion of motorships will increase to 139.4 percent of the present share. Fuel consumption of merchant ships will reach 114 percent of the current rate and efficiency in the exploitation of tonnage will rise to 112.3 percent. Average speed will increase 12 percent for liners and 15 percent for the vessels. Average tonnage will increase 11 percent.

The transportation cost of one ton of regular sea traffic will be reduced to 90 percent of the present cost, and in tramp service to 70 percent. -- *Razimierz Zagorny*

WISLA RIVER PROJECT UNDER WAY -- *Rzeczpospolita*, No 294, 25 Oct 49

The Six-Year Plan provides for the regulation of the Wisla River bed from Warsaw to Gdansk. Intensive work is already under way along the Pelcowizna-Modlin stretch of the Wisla.

Work in the Warsaw area will start after the lower course has been completed, possibly not before 1953.

At the close of the Six-Year Plan, the Wisla, now approximately 400 meters wide, will be 225 meters wide within the Warsaw city limits. A grid of training dikes jutting into the river along the banks will eliminate the small sand bars and shallows.

The enterprise handling the project now has 100 barges and will receive an additional fifteen 15-ton barges by the end of 1949. In 1950, all wreckage will be removed from the Wisla River bed. About 400 tons of the demolished Kierbedz bridge will be salvaged, in addition to 300 tons of scrap iron scattered around the old railroad bridge in Warsaw. The salvage of 2,000 tons of wreckage from the Poniatowski bridge will begin in 1950.

HITS WARSAW TRANSPORT PLAN -- *Trybuna Ludu*, No 298, 29 Oct 49

The Municipal Transportation Enterprises' (MZK) investments for Warsaw within the Six-Year Plan may be divided into two parts. The first part, covering the first 3 years of the plan, provides for the construction and reconstruction of the technical facilities; the second, covering the last 3 years of the plan, provides for an increase in rolling stock. After reviewing the plan, it was found that some danger spots exist in Warsaw's transportation system. For instance, in 1950 credit will be lacking for the purchase of rolling stock.

In 1951, it is estimated that 20 new trolley cars and 20 autobusses will be purchased, and 10 trolley cars and 11 autobusses will be retired due to depreciation. In 1952, MZK's rolling stock will be increased by 17 autobusses, and 29 autobusses will be retired. During this period (1950 - 1952) Warsaw's population will increase by 100,000 persons, even if present plans for enlarging Warsaw's area are ignored. It must be admitted that if the plan does not provide for the replacement of worn-out rolling stock, it can not be a good plan. During 1950 - 1956, MZK has at its disposal 12 billion zlotys to be used for improvement of the city's transportation system.

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The Ministry of Administration and the State Economic Planning Commission have already called the attention of the city authorities to this incorrect planning, especially since enterprises manufacturing trolley cars can provide the vehicles during 1950. During 1951 and 1952 the number of trolley cars manufactured will be even greater.

MEK agreed to certain changes in the plan by providing 180 million zlotys for the purchase of 36 trolley cars. It seems likely that with detailed analysis of requirements and shifts in the investment plan, the 120 million zlotys still needed for the purchase of rolling stock could be provided for even in the first 3 years of the Six-Year Plan. An example of this, among others, is the 600 million zlotys earmarked for the construction of a large trolleybus park on Zoliborska Street. Even at the first glance this seems like a large amount for this project.

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